

201[] No.

ROADS AND BRIDGES

**The A9 Trunk Road (Luncarty to Pass of Birnam)
(Side Roads) Order 201[]**

Made - - - - 201[]

Coming into force - - 201[]

The Scottish Ministers make the following Order in exercise of the powers conferred by sections 12(1), (5) and 70(1) of the Roads (Scotland) Act 1984^(a) and all other powers enabling them to do so.

In accordance with section 12(3) of that Act, they are satisfied, as the case requires, that another reasonably convenient route is available or will be provided before any road is stopped up pursuant to this Order.

In accordance with section 71(3) of that Act, they are satisfied, as the case requires, that no access to the land is reasonably required or another reasonably convenient means of access to the land is available or will be provided in pursuance of this Order before the accesses are stopped up pursuant to this Order.

They determined that the project falls within Annex II to Directive 2011/92/EU of the European Parliament and of the Council^(b), on the assessment of the effects of certain public and private projects on the environment and have published notice of that determination on 19th March 2014.

They prepared an environmental statement and published notice of it on 19th March 2014. This Order is made in compliance with the provisions of Parts I and III of Schedule 1^(c) to the Roads (Scotland) Act 1984.

Citation and commencement

1.-(1) This Order may be cited as the A9 Trunk Road (Luncarty to Pass of Birnam) (Side Roads) Order 201[] and comes into force on [].

^a 1984 c. 54. The functions of the Secretary of State were transferred to the Scottish Ministers by virtue of section 53 of the Scotland Act 1998 (c.46).

^b O.J. L 26, 28.1.2012, p.1. Directive 2011/92/EU repealed and recast the provisions contained in Council Directive 85/337/EEC, O.J. L 175, 5.7.1985 p.40, as amended by Council Directive 97/11/EC, O.J. L 73, 14.3.1997, p.5 Directive 2003/35/EC of the European Parliament and of the Council, O.J. L 156, 25.6.2003, p.17, and Directive 2009/31/EC of the European Parliament and of the Council, O.J. L 140, 5.6.2009, p.114.

^c Part 1 of Schedule 1 was amended by the Local Government etc. (Scotland) Act 1994 (c.39) Schedule 13, paragraph 135, the Water Industry (Scotland) Act 2002 (asp 3), schedule 7, paragraph 14, the Transport and Works (Scotland) Act 2007 (asp 8), section 24, schedule 2, paragraphs 2 and 3 and schedule 3, paragraph 1 and S.S.I. 1999/1, 2006/614 and 2011/396. Part III of Schedule 1 was amended by the New Road and Street Works Act 1991 (c.22), Schedule 8, paragraph 96 and the Transport and Works (Scotland) Act 2007 (asp 8), schedule 3, paragraph 1.

Interpretation

2. In this Order –

“Anvil Cottage” means the building known as Anvil Cottage, East Mains, Bankfoot, Perth, PH1 4EA;

“Broompark Cottage” means the building known as Broompark Cottage, Bankfoot, Perth, PH1 4DY;

“Cloud Howe” means the building known as Cloud Howe, Gauls of Murthly, Bankfoot, Perth, PH1 4HT;

“Gellywood” means the building known as Gellywood, Bankfoot, Perth, PH1 4HS;

“Loakmill Steading” means the building known as Loakmill Steading, Loakmill Farm, Bankfoot, Perth PH1 4EB;

“Ordie View” means the building known as Ordie View, Luncarty, Perth, PH1 4PR;

“Rosevale House” means the building known as Rosevale House, Stanley, PH1 4PS;

“the plan folio” means the plan folio numbered OTG/1690/10 and entitled “The A9 Trunk Road (Luncarty to Pass of Birnam) (Side Roads) Order 201[]”, signed with reference to this Order and deposited at the offices of Transport Scotland, Major Transport Infrastructure Projects, Buchanan House, 58 Port Dundas Road, Glasgow, G4 0HF; and

“the Trunk Road” means the existing M9/A9 Edinburgh-Stirling-Thurso Trunk Road;

Side roads and New Means of Access

3. The Scottish Ministers as roads authority are authorised-

- (a) to construct those lengths of road (hereinafter referred to as “the new side roads”) along the routes described in Schedule 1;
- (b) to improve those lengths of road described in Schedule 2;
- (c) to stop up those lengths of road described in Schedule 3 where another reasonably convenient route is available or has been provided pursuant to this Order;
- (d) to stop up those private means of access described in Part 1 of Schedule 4 where another reasonably convenient means of access to the affected land is available or has been provided pursuant to this Order;
- (e) to stop up those private means of access described in Part 2 of Schedule 4; and
- (f) to provide those new means of access described in Schedule 5.

Statutory Undertakers

4. Where immediately before the date this Order comes into force there is under, in, on, over, along or across any of the lengths of road described in Schedules 2 and 3 any apparatus belonging to a statutory undertaker, any rights of the statutory undertaker in respect of such apparatus shall be preserved.

Transfer of Roads

5. On 1st April next after the date on which the new side roads are all open for the purposes of through traffic, the new side roads shall be transferred to Perth and Kinross Council^(d) as roads authority for those roads and they shall enter those roads in their list of public roads^(e).

^d A council constituted under section 2 of the Local Government etc. (Scotland) Act 1994 (c.39).

^e The list of public roads prepared and kept by the local roads authority under section 1(1) of the Roads (Scotland) Act 1984.

Ainslie McLaughlin

A member of the staff of the Scottish Ministers

Transport Scotland
Buchanan House
58 Port Dundas Road
Glasgow
G4 0HF

201[]

THE ROUTES OF THE NEW SIDE ROADS

1. From a point 195 metres or thereby east of the south-eastern-most corner of Ordie View in a generally westerly then west, south-westerly then southerly then west, south-westerly direction for a distance of 375 metres or thereby to a point 195 metres or thereby south-west of the south-eastern-most corner of Ordie View, as shown by stipple and numbered “1” on plan SR1 in the plan folio.
2. From a point 170 metres or thereby south-west of the south-eastern-most corner of Ordie View in a generally south, south-easterly direction for a distance of 10 metres or thereby to a point 175 metres or thereby south, south-west of the south, eastern-most corner of Ordie View as shown by stipple and numbered “3” on plan SR1 in the plan folio.
3. From a point 595 metres or thereby south of the northern-most corner of Rosevale House in a generally north, north-westerly direction for a distance of 940 metres or thereby to a point 410 metres or thereby north-west of the northern-most corner of Rosevale House, as shown by stipple and numbered “4” on plan SR2 in the plan folio.
4. From a point 810 metres or thereby west, north-west of the northern-most corner of Rosevale House in a generally easterly then east, north-easterly then easterly direction for a distance of 1.05 kilometres or thereby to a point 440 metres or thereby north, north-east of the northern-most corner of Rosevale House, as shown by stipple and numbered “5” on plan SR3 in the plan folio.
5. From a point 355 metres or thereby north, north-west of the southern-most corner of Loakmill Steading in a generally north-westerly direction for a distance of 40 metres or thereby to a point 395 metres or thereby north of the southern-most corner of Loakmill Steading, as shown by stipple and numbered “7” on plan SR5 in the plan folio.

LENGTHS OF ROAD TO BE IMPROVED

1. That length of the existing B9099 Luncarty-Stanley-Murthly-Caputh Road, Perthshire from a point 205 metres or thereby east, of the south-eastern-most corner of Ordie View in a generally northerly direction for a distance of 30 metres or thereby to a point 200 metres or thereby east of the south-eastern-most corner of Ordie View as shown by cross hatching and numbered “9” on plan SR1 in the plan folio.
2. That length of the existing C569 Strathord Station Road, Perthshire from a point 660 metres or thereby south, south-east of the northern-most corner of Rosevale House in a generally north-westerly direction for a distance of 70 metres or thereby to a point 595 metres or thereby south of the northern-most corner of Rosevale House, as shown by cross hatching and numbered “10” on plan SR2 in the plan folio.
3. That length of the existing U32 Newmill-Letham-Tullybelton Road, Perthshire from a point 865 metres or thereby west, north-west of the northern-most corner of Rosevale House, in a generally east, south-easterly direction for a distance of 140 metres or thereby to a point 730 metres or thereby west, north-west of the northern-most corner of Rosevale House, as shown by cross hatching and numbered “11” on plan SR3 in the plan folio.
4. That length of the existing U38 Benchil Road, Perthshire from a point 425 metres or thereby north, north-east of the northern-most corner of Rosevale House in a generally easterly direction for a distance of 155 metres or thereby to a point 495 metres or thereby north-east of the northern-most corner of Rosevale House as shown by cross hatching and numbered “12” on plan SR3 in the plan folio.
5. That length of the existing B867 Bankfoot-Birnam Road, Perthshire from a point 335 metres or thereby north, north-west of the southern-most corner of Loakmill Steading in a generally north, north-westerly direction for a distance of 120 metres or thereby to a point 450 metres or thereby north, north-west of the southern-most corner of Loakmill Steading as shown by cross hatching and numbered “13” on plan SR5 in the plan folio.
6. That length of the existing C408 Pitcairngreen-Stewart Tower Road, Perthshire from a point 620 metres or thereby south of the eastern-most corner of Broompark Cottage in a generally north-easterly then north, north-easterly then north-westerly then westerly direction for a distance of 295 metres or thereby to a point 395 metres or thereby south of the eastern-most corner of Broompark Cottage as shown by cross hatching and numbered “14” on plan SR6 in the plan folio.
7. That length of the existing C408 Pitcairngreen-Stewart Tower Road, Perthshire from a point 420 metres or thereby south of the eastern-most corner of Broompark Cottage in a generally north-easterly direction for a distance of 245 metres or thereby to a point 395 metres or thereby south-east of the eastern-most corner of Broompark Cottage, as shown by cross hatching and numbered “15” on plan SR6 in the plan folio.
8. That length of the existing C408 Pitcairngreen-Stewart Tower Road, Perthshire from a point 480 metres or thereby east, south-east of the eastern-most corner of Broompark Cottage in a generally east, north-easterly direction for a distance of 70 metres or thereby to a point 520 metres or thereby east, south-east of the eastern-most corner of Broompark Cottage, as shown by cross hatching and numbered “89” on plan SR7 in the plan folio.
9. That length of the existing U116 Pittensorn Road, Perthshire from a point 280 metres or thereby east of the eastern-most corner of Cloud Howe in a generally west, south-westerly direction for a distance of 30 metres or thereby to a point 250 metres or thereby east of the eastern-most corner of Cloud Howe as shown by cross hatching and numbered “75” on plan SR9 in the plan folio.

SCHEDULE 3

Article 3(c)

LENGTHS OF ROAD TO BE STOPPED UP

1. That length of the existing C569 Strathord Station Road, Perthshire from a point 615 metres or thereby south of the northern-most corner of Rosevale House in a generally west, south-westerly direction for a distance of 40 metres or thereby to a point 625 metres or thereby south of the northern-most corner of Rosevale House as shown by zebra hatching and numbered “16” on plan SR2 in the plan folio
2. That length of the existing U32 Newmill-Letham-Tullybelton Road, Perthshire road from a point 335 metres or thereby west, north-west of the northern-most corner of Rosevale House in a generally west, north-westerly direction for a distance of 430 metres or thereby to a point 765 metres or thereby west, north-west of the northern-most corner of Rosevale House as shown by zebra hatching and numbered “17” on plan SR2 in the plan folio.
3. That length of the existing U38 Benchil Road, Perthshire from a point 565 metres or thereby north-west of the northern-most corner of Rosevale House in a generally east, north-easterly then east, south-easterly then east, north-easterly then easterly direction for a distance of 720 metres or thereby to a point 450 metres or thereby north, north-east of the northern-most corner of Rosevale House shown by zebra hatching and numbered “18” on plan SR3 in the plan folio.
4. That length of the existing unnamed road from a point 300 metres or thereby north, north-west of the northern-most corner of Anvil Cottage in a generally north-easterly direction for a distance of 15 metres or thereby to a point 300 metres or thereby north, north-west of the northern-most corner of Anvil Cottage shown by zebra hatching and numbered “19” on plan SR4 in the plan folio.
5. That length of the existing unnamed road from a point 325 metres or thereby north of the southern-most corner of Loakmill Steading in a generally north-easterly direction for a distance of 10 metres or thereby to a point 330 metres or thereby north of the southern-most corner of Loakmill Steading shown by zebra hatching and numbered “20” on plan SR5 in the plan folio.
6. That length of the existing B867 Bankfoot-Birnam Road, Perthshire from a point 270 metres or thereby north of the southern-most corner of Loakmill Steading in a generally west, north-westerly then westerly then north-westerly direction for a distance of 120 metres or thereby to a point 335 metres or thereby north of the southern-most corner of Loakmill Steading shown by zebra hatching and numbered “21” on plan SR5 in the plan folio.
7. That length of the existing B867 Bankfoot-Birnam Road, Perthshire from a point 320 metres or thereby north of the southern-most corner of Loakmill Steading in a generally northern direction for a distance of 30 metres or thereby to a point 350 metres or thereby north, north-west of the southern-most corner of Loakmill Steading shown by zebra hatching and numbered “22” on plan SR5 in the plan folio.
8. That length of the existing unnamed road from a point 270 metres or thereby north of the southern-most corner of Loakmill Steading in a generally north-westerly direction for a distance of 40 metres or thereby to a point 305 metres or thereby north of the southern-most corner of Loakmill Steading shown by zebra hatching and numbered “23” on plan SR5 in the plan folio.

PRIVATE MEANS OF ACCESS TO BE STOPPED UP

Part 1

1. The private means of access on the east side of the Trunk Road, from a point 110 metres or thereby north-west of the south-eastern-most corner of Ordie View as shown by a solid black bar and numbered “24” on plan SR1 in the plan folio.
2. The private means of access on the west side of the Trunk Road, from a point 125 metres or thereby north-west of the south-eastern-most corner of Ordie View as shown by a solid black bar and numbered “25” on plan SR1 in the plan folio.
3. The private means of access on the west side of the Trunk Road, from a point 140 metres or thereby south-west of the south-eastern-most corner of Ordie View as shown by a solid black bar and numbered “26” on plan SR1 in the plan folio.
4. The private means of access on the west side of the Trunk Road, from a point 510 metres or thereby south of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “27” on plan SR2 in the plan folio.
5. The private means of access on the east side of the Trunk Road, from a point 220 metres or thereby south-west of northern-most corner of Rosevale House as shown by a solid black bar and numbered “28” on plan SR2 in the plan folio.
6. The private means of access on the east side of the Trunk Road, from a point 240 metres or thereby south-west of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “29” on plan SR2 in the plan folio.
7. The private means of access on the east side of the Trunk Road, at a point 325 metres or thereby west, north-west of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “30” on plan SR2 in the plan folio.
8. The private means of access on the east side of the Trunk Road, at a point 410 metres or thereby north-west of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “31” on plan SR2 in the plan folio.
9. The private means of access on the west side of the Trunk Road, from a point 565 metres or thereby west, north-west of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “77” on plan SR2 in the plan folio.
10. The private means of access on the west side of the Trunk Road, from a point 700 metres or thereby west, north-west of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “78” on plan SR2 in the plan folio.
11. The private means of access on the east side of the Trunk Road, from a point 400 metres or thereby north-west of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “79” on plan SR3 in the plan folio.
12. The private means of access on the east side of the Trunk Road, from a point 155 metres or thereby south-east of the northern-most corner of Anvil Cottage as shown by a solid black bar and numbered “36” on plan SR4 in the plan folio.

13. The private means of access on the east side of the Trunk Road, from a point 290 metres or thereby north, north-west of the northern-most corner of Anvil Cottage as shown by a solid black bar and numbered “82” on plan SR4 in the plan folio.
14. The private means of access on the west side of the Trunk Road, from a point 515 metres or thereby north, north-west of the eastern-most corner of Broompark Cottage as shown by a solid black bar and numbered “40” on plan SR7 in the plan folio.
15. The private means of access on the west side of the Trunk Road, from a point 515 metres or thereby north, north-west of the eastern-most corner of Broompark Cottage as shown by a solid black bar and numbered “41” on plan SR7 in the plan folio.
16. The private means of access on the east side of the Trunk Road, from a point 510 metres or thereby north of the eastern-most corner of Broompark Cottage as shown by a solid black bar and numbered “42” on plan SR7 in the plan folio.
17. The private means of access on the east side of the Trunk Road, from a point 510 metres or thereby north of the eastern-most corner of Broompark Cottage as shown by a solid black bar and numbered “43” on plan SR7 in the plan folio.
18. The private means of access on the east side of the Trunk Road, from a point 305 metres or thereby north-east of the eastern-most corner of Gellywood as shown by a solid black bar and numbered “44” on plan SR8 in the plan folio.

Part 2

1. The private means of access on the west side of the Trunk Road, from a point 360 metres or thereby west, north-west of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “76” on plan SR2 in the plan folio.
2. The private means of access on the east side of the Trunk Road, from a point 550 metres or thereby north-west of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “32” on plan SR3 in the plan folio.
3. The private means of access on the east side of the Trunk Road, from a point 520 metres or thereby north-west of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “33” on plan SR3 in the plan folio.
4. The private means of access on the east side of the Trunk Road, from a point 375 metres or thereby north, north-west of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “80” on plan SR3 in the plan folio.
5. The private means of access on the east side of the Trunk Road, from a point 375 metres or thereby north of the northern-most corner of Rosevale House as shown by a solid black bar and numbered “81” on plan SR3 in the plan folio.
6. The private means of access on the west side of the Trunk Road, at a point 140 metres or thereby south-east of the northern-most corner of Anvil Cottage as shown by a solid black bar and numbered “34” on plan SR4 in the plan folio.
7. The private means of access on the west side of the Trunk Road, at a point 130 metres or thereby south-east of the northern-most corner of Anvil Cottage as shown by a solid black bar and numbered “35” on plan SR4 in the plan folio.
8. The private means of access on the west side of the Trunk Road, at a point 290 metres or thereby north, north-west of the northern-most corner of Anvil Cottage as shown by a solid black bar and numbered “37” on plan SR4 in the plan folio.

9. The private means of access on the east side of the Trunk Road, at a point 250 metres or thereby east, south-east of the southern-most corner of Loakmill Steading as shown by a solid black bar and numbered “38” on plan SR5 in the plan folio.
10. The private means of access on the west side of the Trunk Road, from a point 235 metres or thereby east, south-east of the southern-most corner of Loakmill Steading as shown by a solid black bar and numbered “39” on plan SR5 in the plan folio.
11. The private means of access on the east side of the Trunk Road, at a point 545 metres or thereby south, south-east of the eastern-most corner of Broompark Cottage as shown by a solid black bar and numbered “83” on plan SR6 in the plan folio.
12. The private means of access on the east side of the Trunk Road, at a point 560 metres or thereby south, south-east of the eastern-most corner of Broompark Cottage as shown by a solid black bar and numbered “84” on plan SR6 in the plan folio.

NEW MEANS OF ACCESS TO BE PROVIDED

1. From a point 150 metres or thereby east of the south-eastern-most corner of Ordie View in a generally west, north-westerly then westerly then west, south-westerly then north, north-westerly direction for a distance of 240 metres or thereby to a point 40 metres or thereby west of the south-eastern-most corner of Ordie View as shown by single hatching and numbered “45” on plan SR1 in the plan folio.
2. From a point 50 metres or thereby south, south-west of the south-eastern-most corner of Ordie View in a generally south, south-westerly direction for a distance of 10 metres or thereby to a point 60 metres or thereby south, south-west of the south-eastern-most corner of Ordie View as shown by single hatching and numbered “46” on plan SR1 in the plan folio.
3. From a point 190 metres or thereby east of the south-eastern-most corner of Ordie View in a generally east, south-easterly direction for a distance of 5 metres or thereby to a point 190 metres or thereby east of the south-eastern-most corner of Ordie View as shown by single hatching and numbered “47” on plan SR1 in the plan folio.
4. From a point 135 metres or thereby east, south-east of the south-eastern-most corner of Ordie View in a generally southerly then west, south-westerly direction for a distance of 75 metres or thereby to a point 115 metres or thereby south-east of the south-eastern-most corner of Ordie View as shown by single hatching and numbered “48” on plan SR1 in the plan folio.
5. From a point 125 metres or thereby south, south-east of the south-eastern-most corner of Ordie View in a generally southerly direction for a distance of 105 metres or thereby to a point 185 metres or thereby south, south-east of the south-eastern-most corner of Ordie View as shown by single hatching and numbered “49” on plan SR1 in the plan folio.
6. From a point 160 metres or thereby south-west of the south-eastern-most corner of Ordie View, in a generally north, north-westerly direction for a distance of 120 metres or thereby to a point 150 metres or thereby west, south-west of the south-eastern-most corner of Ordie View, as shown by single hatching and numbered “50” on plan SR1 in the plan folio.
7. From a point 490 metres or thereby south of the northern-most corner of Rosevale House in a generally north-easterly direction for a distance of 40 metres or thereby to a point 470 metres or thereby south of the northern-most corner of Rosevale House as shown by single hatching and numbered “51” on plan SR2 in the plan folio.
8. From a point 210 metres or thereby south-west of the northern-most corner of Rosevale House in a generally north-easterly direction for a distance of 40 metres or thereby to a point 170 metres or thereby south-west of the northern-most corner of Rosevale House as shown by single hatching and numbered “52” on plan SR2 in the plan folio.
9. From a point 180 metres or thereby south-west of the northern-most corner of Rosevale House in a generally south-easterly direction for a distance of 10 metres or thereby to a point 185 metres or thereby south-west of the northern-most corner of Rosevale House as shown by single hatching and numbered “53” on plan SR2 in the plan folio.
10. From a point 200 metres or thereby west, south-west of the northern-most corner of Rosevale House in a generally east, north-easterly direction for a distance of 10 metres or thereby to a point 190 metres or thereby west, south-west of the northern-most corner of Rosevale House as shown by single hatching and numbered “85” on plan SR2 in the plan folio.
11. From a point 845 metres or thereby west, north-west of the northern-most corner of Rosevale House, in a generally northerly then easterly then northerly direction for a distance of 140 metres or thereby to a point 750 metres or thereby west, north-west of the northern-most

corner of Rosevale House as shown by single hatching and numbered “54” on plan SR3 in the plan folio.

12. From a point 370 metres or thereby north of the northern-most corner of Rosevale House in a generally northerly direction for a distance of 25 metres or thereby to a point 395 metres or thereby north of the northern-most corner of Rosevale House as shown by single hatching and numbered “55” on plan SR3 in the plan folio.
13. From a point 315 metres or thereby north, north-west of the northern-most corner of Anvil Cottage in a generally north-westerly direction for a distance of 15 metres or thereby to a point 325 metres or thereby north, north-west of the northern-most corner of Anvil Cottage as shown by single hatching and numbered “56” on plan SR4 in the plan folio.
14. From a point 545 metres or thereby south-east of the northern-most corner of Anvil Cottage in a generally south-westerly direction for a distance of 10 metres or thereby to a point 550 metres or thereby south-east of the northern-most corner of Anvil Cottage as shown by single hatching and numbered “57” on plan SR4 in the plan folio.
15. From a point 925 metres or thereby east, south-east of the northern-most corner of Anvil Cottage in a generally westerly then west, north-westerly then north-westerly then north-easterly direction for a distance of 1.37 kilometres or thereby to a point 330 metres or thereby north, north-west of the northern-most corner of Anvil Cottage as shown by single hatching and numbered “58” on plan SR4 in the plan folio.
16. From a point 30 metres or thereby east, south-east of the northern-most corner of Anvil Cottage in a generally south, south-easterly direction for a distance of 60 metres or thereby to a point 85 metres or thereby south-east of the northern-most corner of Anvil Cottage as shown by single hatching and numbered “59” on plan SR4 in the plan folio.
17. From a point 65 metres or thereby south-east of the northern-most corner of Anvil Cottage in a generally west, south-westerly direction for a distance of 10 metres or thereby to a point 65 metres or thereby south-east of the northern-most corner of Anvil Cottage as shown by single hatching and numbered “60” on plan SR4 in the plan folio.
18. From a point 575 metres or thereby south-east of the northern-most corner of Anvil Cottage in a generally north, north-easterly direction for a distance of 15 metres or thereby to a point 570 metres or thereby south-east of the northern-most corner of Anvil Cottage as shown by single hatching and numbered “86” on plan SR4 in the plan folio.
19. From a point 170 metres or thereby south-east of the northern-most corner of Anvil Cottage in a generally easterly direction for a distance of 20 metres or thereby to a point 185 metres or thereby east, south-east of the northern-most corner of Anvil Cottage as shown by single hatching and numbered “87” on plan SR4 in the plan folio.
20. From a point 310 metres or thereby north, north-west of the northern-most corner of Anvil Cottage in a generally south-easterly direction for a distance of 15 metres or thereby to a point 295 metres or thereby north of the northern-most corner of Anvil Cottage as shown by single hatching and numbered “88” on plan SR4 in the plan folio.
21. From a point 410 metres or thereby north, north-west of the southern-most corner of Loakmill Steading in a generally westerly then west, south-westerly then south-easterly then east, south-easterly direction for a distance of 190 metres or thereby to a point 260 metres or thereby north of the southern-most corner of Loakmill Steading as shown by single hatching and numbered “61” on plan SR5 in the plan folio.
22. From a point 545 metres or thereby south of the eastern-most corner of Broompark Cottage in a generally northerly direction for a distance of 10 metres or thereby to a point 535 metres or thereby south of the eastern-most corner of Broompark Cottage as shown by single hatching and numbered “62” on plan SR6 in the plan folio.

23. From a point 540 metres or thereby south of the eastern-most corner of Broompark Cottage in a generally easterly direction for a distance of 50 metres or thereby to a point 550 metres or thereby south of the eastern-most corner of Broompark Cottage as shown by single hatching and numbered “63” on plan SR6 in the plan folio.
24. From a point 395 metres or thereby south, south-east of the eastern-most corner of Broompark Cottage in a generally north-westerly direction for a distance of 25 metres or thereby to a point 375 metres or thereby south, south-east of the eastern-most corner of Broompark Cottage as shown by single hatching and numbered “64” on plan SR6 in the plan folio.
25. From a point 335 metres or thereby north-east of the eastern-most corner of Broompark Cottage in a generally south-westerly direction for a distance of 10 metres or thereby to a point 325 metres or thereby north-east of the eastern-most corner of Broompark Cottage as shown by single hatching and numbered “65” on plan SR7 in the plan folio.
26. From a point 585 metres or thereby north-west of the eastern-most corner of Broompark Cottage in a generally east, north-easterly then easterly then south, south-easterly direction for a distance of 1.29 kilometres or thereby to a point 500 metres or thereby east, south-east of the eastern-most corner of Broompark Cottage as shown by single hatching and numbered “66” on plan SR7 in the plan folio.
27. From a point 140 metres or thereby north-west of the eastern-most corner of Gellywood in a generally easterly direction for a distance of 615 metres or thereby to a point 555 metres or thereby east, north-east of the eastern-most corner of Gellywood as shown by single hatching and numbered “67” on plan SR8 in the plan folio.
28. From a point 265 metres or thereby east of the eastern-most corner of Gellywood in a generally easterly then east, south-easterly direction for a distance of 25 metres or thereby to a point 290 metres or thereby east of the eastern-most corner of Gellywood as shown by single hatching and numbered “68” on plan SR8 in the plan folio.
29. From a point 540 metres or thereby east, north-east of the eastern-most corner of Gellywood in a generally southerly then west, south-westerly then southerly direction for a distance of 495 metres or thereby to a point 295 metres or thereby east, south-east of the eastern-most corner of Gellywood as shown by single hatching and numbered “69” on plan SR8 in the plan folio.
30. From a point 140 metres or thereby north-west of the eastern-most corner of Gellywood in a generally north, north-westerly then north-westerly direction for a distance of 1.47 kilometres or thereby to a point 265 metres or thereby east of the eastern-most corner of Cloud Howe as shown by single hatching and numbered “70” on plan SR9 in the plan folio.
31. From a point 265 metres or thereby south-west of the northern-most corner of Rosevale House in a generally south-westerly direction for a distance of 20 metres or thereby to a point 285 metres or thereby south-west of the northern-most corner of Rosevale House as shown by single hatching and numbered “71” on plan SR10 in the plan folio.
32. From a point 600 metres or thereby west, north-west of the northern-most corner of Rosevale House in a generally southerly then easterly then south-easterly direction for a distance of 595 metres or thereby to a point 265 metres or thereby south-west of the northern-most corner of Rosevale House as shown by single hatching and numbered “72” on plan SR10 in the plan folio.
33. From a point 350 metres or thereby west, north-west of the northern-most corner of Rosevale House in a generally westerly direction for a distance of 10 metres or thereby to a point 360 metres or thereby west, north-west of the northern-most corner of Rosevale House as shown by single hatching and numbered “73” on plan SR10 in the plan folio.
34. From a point 645 metres or thereby west, north-west of the northern-most corner of Rosevale House in a generally northerly then north-easterly then northerly direction for a distance of

125 metres or thereby to a point 620 metres or thereby west, north-west of the northern-most corner of Rosevale House as shown by single hatching and numbered “74” on plan SR10 in the plan folio.